

**THORNE'S**  
—No. 4,  
**OLD VAT**  
**SCOTCH**  
**WHISKY.**  
As supplied to the House  
of Lords and House of Com-  
mons.  
**A. S. WATSON & Co., Ltd**  
WINE & SPIRIT MERCHANTS  
ALEXANDRA BUILDING, HONGKONG

**RUSKIN'S HOME.**  
HOUSEBREAKER AT NURSERY OF  
MODERN ENGLISH.

Literary Memories.

"John Ruskin lived here." These words carry a pathetic significance as one enters the garden gateway of 28, Herne Hill. Here abode John Ruskin practically from his earliest childhood till the publication of Modern Painters; but to-day, says the "Evening Standard," the pick and crowbar of the house-breaker are razing the building to the ground. All that was once the home of England's foremost prose-poet will soon be represented by a pile of debris and "a desolate building-site."

It is the irony of circumstance that the "garret-nursery of John Ruskin—the nursery, one might say, of modern English—should be the first part of the home to feel the ruthless stroke of the demolition. The Iron Age which he loathed and detested has at last entered the joyous precincts hallowed and immortalized by the author of "Pictor-ritia."

As one treads the front garden path, through the maze of holly, yew, and laurel, and oak, towards the wealth of climbing vines overhanging the old hall-door with its quaint, lion-headed knocker, clouds of mortar-dust fill the air. The seven stone steps from the forepath to the threshold-level set one wondering how often Ruskin had counted the "mystic seven," and thence derived the title, The Seven Lamps of Architecture. John Ruskin was full of such suggestiveness, and profited most from his earliest influences.

There is something uncanny as one enters the spacious hall, with the small butlerpantry on the right and the reception and dining-rooms up the left. Strange sounds and whispers and noises echo through the building. These are the workmen's voices, the thump of the crowbar, the thunder of falling brick—one almost feels tempted to add the curse of the vandal!

And yet it is all in the nature of things. Seven years ago Ruskin's daughter-in-law vacated the building, which has remained untenanted ever since, save for the presence of the caretaker and his family. Worshippers at the shrine of Ruskin came yearly, weekly, almost daily from the ends of the earth, to visit the home of his childhood, and joy of his manhood, even the consolation of his old age; for he frequently visited the old semi-detached mansion to the last!

But a rental upkeep is needed to combat the ravages of time. Falling plaster, mouldy walls, general decay, and disrepair—these are inevitable unless the house yields a rental to justify the cost of renovation. Many then-worshippers arrived—but no tenants.

Not a tenement but a residential residence. No. 28, Herne Hill, with its four stories and garret-roof, was too great for the small people, and too small for the great. Those who could afford to live there preferred a more modern building elsewhere. Colored Sanders, the owner, kept it intact for seven years—the "Mystic Seven" again—but neither the nation nor the public were prepared to indemnify him for keeping the house open for Ruskin volarities and garden-parades. Other landlords in the same district, both on the opposite side of the street, and stretching on towards Denmark Hill and Camberwell, had been compelled to demolish similar houses as untenable.

**BUSINESS NOTICES.**  
**THE TAIKOO DOCKYARD AND**  
**ENGINEERING CO. OF**  
**HONGKONG, LTD.**  
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS (taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient resins).

10-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shop ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Cables, etc.

AGENTS FOR:—  
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

**BUTTERFIELD & SWIRE.**  
HONGKONG, CHINA AND JAPAN AGENTS.  
Telegraphic Address:—TAIKOO DOCK. Telephone No. 212.

**"MUMEYA"**

"While-you-wait" Photography  
JOS. ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.  
No. 81 Queen's Road Central.  
TELE. No. 254.

**NEW SHIPMENT.**

Government guaranteed 1st Grade Butter.  
Packed specially in Australia for us. Absolutely Best Imported. None Better quality made.  
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS RESTAURANT, IN THE EAST TRY THE

**ALEXANDRA CAFE**

**CHEN KWONG & CO., LD**  
**GENERAL IMPORT & EXPORT.**

CANTON

LARGE WHOLESALE & RETAIL

STORE:

FURNITURE, "Draperies," Groceries, Boots and Shoes.

Makers of Jewellery, Lacquerware, Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SEP PAT POO STREET.

CANTON and

Nos. 237, 239, Des Voeux Road.

and No. 121, Canton Road Central.

TEL. No. 811.

Hongkong.

**SINGON & CO.**

ESTABLISHED A.D. 1870.

IRON STEEL METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Fig Iron and Foundry Castings Importers, General Storekeepers and Shipchandeliers. Nos. 35 and 37, Haze Loong Street, (End Street, west of Central Market) Telephone No. 515.

Hongkong, September 4, 1913

**SIEN TING.**

Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

**OYSTERS** Fresh, Fried or Stewed, Fished Regularly, Supplied, etc.

**ALEXANDRA CAFE**

**BUSINESS NOTICES.**  
**HONGKONG, CANTON, MACAO**  
**& WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG

TUESDAY, 25th AUGUST.

8 A.M. HONGKONG. 8 A.M. HONGKONG.

5 P.M. HONGKONG. 5 P.M. HONGKONG.

WEDNESDAY, 26th AUGUST.

8 A.M. HONGKONG. 8 A.M. HONGKONG.

5 P.M. HONGKONG. 5 P.M. HONGKONG.

Single Fare by Night Steamer ..... \$ 6.00

Return Fare by Night (available also for Return by day Steamer) 10.00

Single Fare by Day Steamer ..... 4.00

Return Fare by Day Steamer ..... 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI" S.S. "TAISHAN"

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

**EXCURSION TO MACAO.**

SUNDAY, 30th AUGUST.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.

and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

**FARES AS USUAL.**

**CANTON-MACAO LINE.**

S.S. "HOISANG"

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

**CANTON-WUCHOW LINE.**

S.S. "SAINAM," 588 Tons, and S.S. "NANSHING," 565 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the day at 8.30 A.M. Round-trip takes about 5 days. Passengers can return to Canton or Wuchow by the Company's direct Steamers "LINTIAN" and "SANGUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

**HOTEL MANSIONS (First Floor).**

Opposite the Blake Pier.

**THE HONGKONG HOTEL**

AND

**GRILL ROOM**

**J. H. TAGGART**

MANAGER.

**PEAK HOTEL.**

ADJACENT TO THE TRAMWAY TERMINAL AT VICTORIA GAP.

Adjoining the Tramway Terminal, 1,400 feet above Sea Level.

**A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.**

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms—From \$5 per day. Mux.

Telegraph Add: "Peaceful."

**P. O. FLUETTER**

Manager.

**GRAND HOTEL.**

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

**CUISINE UNDER EUROPEAN SUPERVISION.**

ELECTRIC LIGHT & FANS THROUGHOUT.

**F. REICHMANN, Proprietor.**

**THE CARLTON HOTEL**

Recently Renovated and Refurnished.

Self-Contained Suites of Apartments with Private

Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading and Writing Rooms.

PERFECT SANITATION.

Under Personal Management of

**G. H. OWEN, Proprietor.**

**BUSINESS NOTICES.**  
**GREEN ISLAND CEMENT CO., LD.**  
**Portland Cement**

In Casks of 375 lbs. net

In Bags of 250 lbs. net.

**Shewan, Tomes & Co.**

GENERAL MANAGERS.

**"NESTOR"**

**Sanitary Fluid.**

**Reliable Disinfectant.**

Two table-spoonsful to a gallon of water for washing floors, &c., is most useful for the Destruction of Fleas.

PER PINT TIN ..... 50 CENTS

PER GALLON TIN ..... \$2.00

**VICTORIA DISPENSARY.**

32, QUEEN'S ROAD CENTRAL

**MEE CHEUNG**

ART PHOTOGRAPHER.

**CHILDREN'S PHOTOS**

**SPECIALITY.**

NOTE ADDRESS:—

ICE HOUSE HONGKONG.

**Bournville**

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever." Medical Magazine, March, 1912

**CADBURY'S**

**CHOCOLATES**

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong, Dec. 17, 1907.

**CALBECK, MACGREGOR & CO**

(Established 1864.)

**SOLE AGENTS FOR**

**Cantrell and Cochrane's**

**Dry Ginger Ale.**

The most refreshing non-alcoholic drink obtainable.







**Hughes and Hough**  
 AUTHORIZED TO THE GOVERNMENT.  
 AND ADMIRALTY.  
 General Auctioneers  
 AND  
 Share, Coal and  
 General Brokers.  
 PROPRIETORS  
**"TO-KWA-WAN"**  
**COAL STORAGE.**  
 Codes used:  
 A.B.C. 4th & 5th Editions.  
 A1. TELEGRAPHIC CODE.  
 Telegraphic Address  
**MERION HONGKONG.**

**PUBLIC AUCTION.**  
 THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned) on  
**THURSDAY,**  
 the 27th August, 1914, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
**ABOUT 100 PAIRS OF LACE CURTAINS.**  
 To be sold in small lots.  
 Also  
**DOUBLE AND SINGLE BED SIZE MOSQUITO CURTAINS (New).**  
 Terms:—A. & C. 10/11  
**HUGHES & HOUGH,**  
 Auctioneers.  
 Hongkong, August 22, 1914. 911

**PUBLIC AUCTION.**  
 THE Undersigned have received instructions to sell by Public Auction, on  
**THURSDAY,**  
 the 27th August, 1914, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street—  
**A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE,**  
 &c., &c.  
 Comprising as follows:—  
 TEAKWOOD—Dining and Drawing Room Furniture, Upholstered Arm-chairs and Sofa, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Dressing, Wardrobes, Washstands, &c., Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, Ice Chests, etc., Dinner and Dessert Services, Crockery, Sundries, Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, &c., Brass Fenders and Fire Brackets.  
 Also  
 One Large Blackwood Screen, Wall Brackets, Inlaid Blackwood Trays, Blackwood Folding Chairs, Cabinets, Ornaments, Side Table, Desks, a variety of Stands, etc., and 2 Pianos in good condition, several Steel Cabin Trunks.  
 (Full Particulars from Catalogue.)  
 Terms:—As usual.  
**HUGHES & HOUGH,**  
 Auctioneers.  
 Hongkong, August 22, 1914. 912

**PARIS TOILET**  
 No. 12, QUEEN'S ROAD, CENTRAL  
 (UNDER THE ANTON HOUSE).  
 THE Leading LADIES' GENTLEMAN'S HAIRDRESSING SALOONS IN THE EAST.  
 Manufacturers of SILVER DES ALPES recommended by those who use it the best hairwash to prevent the falling out of hair.  
**J. O. SCIPES, Proprietor.**  
 Hongkong, Oct. 24, 1913. 1301

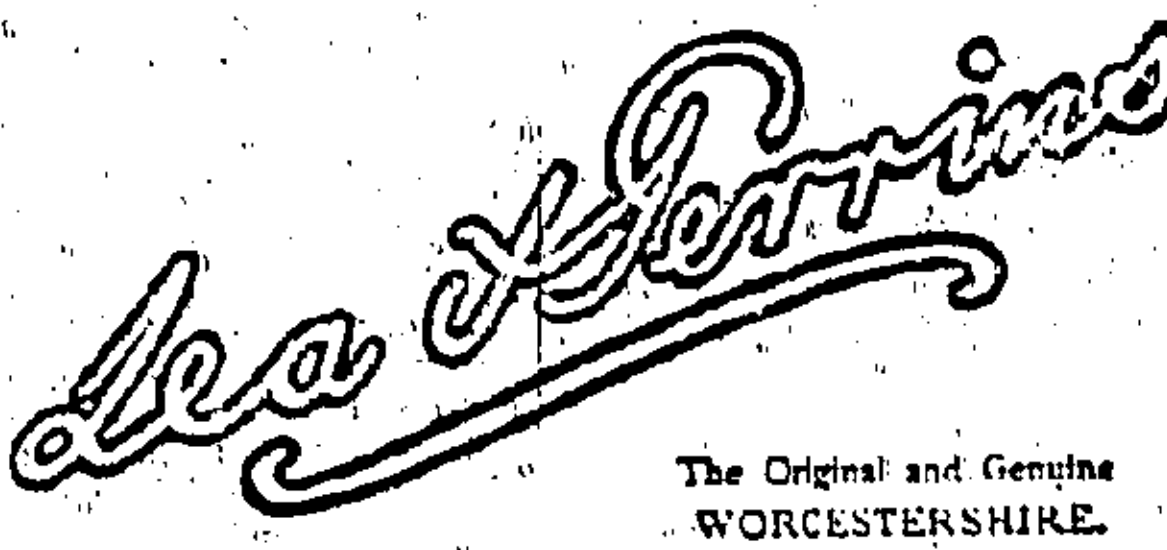
**THE CHINA MAIL**  
**Typhoon Guide**  
 PRICE 20 cents.  
 If you happen to be late your meals will be Courteously and Promptly served just the same. Only at the ALEXANDRA CAFE.

## Variety of Uses.

The uses to which Lea & Perrins' Sauce can be put, are innumerable.  
 At Luncheon, Dinner or Supper, it is the ideal sauce for *Roast Meats, Fish, Game, Cheese, Salad, etc.*

In the Kitchen, it is indispensable to the cook for flavouring *Soups, Stews, Gravies, Minced Meat, etc.*

In India, a favourite "Pick-me-up" is Lea & Perrins' Sauce with *Sole-water.*



The Original and Genuine  
 WORCESTERSHIRE.

### INVASION BY CHANNEL TUNNEL.

Lord Sydenham Answers Military Criticism.

"If I have made the matter clear, I hope you will come to the conclusion that no danger that we cannot with reasonable certainty guard against can arise from the construction of the Channel Tunnel."

These words uttered by Lord Sydenham at his address to the House of Commons Channel Tunnel Committee, which met on June 29, in Committee Room 10, Mr. Arthur H. L. M.P., presided.

Lord Sydenham, who has served on the Committee of Imperial Defence under three Prime Ministers, showed how ridiculous are all the objections to the tunnel from a military point of view.

After a short historical summary of the way the scheme has been considered by Parliament, Lord Sydenham quoted a sentence from the report of the Committee of 1892 to the effect that it would be "absolutely impossible to guarantee the safety of the tunnel in every imaginable contingency."

"We shall all agree with that," said his lordship amid laughter, and he went on to point out that such an attitude would effectively prevent the carrying out of most things. But as practical people, we have to go on probabilities, seeing that absolute certainty is beyond the compass of human ingenuity.

Dealing with the dangers foretold by Lord Wolsey and others, Lord Sydenham said the danger of the mouth of the tunnel being seized in time of peace was no greater than the danger of the destruction of the fleet or the bombardment of London by airships.

At the same time it would take a pretty strong force to capture two strong forts and a generating station simultaneously. Three distinct operations would be needed, and they must succeed simultaneously. He defied any soldier to devise a plan of doing this which was feasible. It would mean the landing of a heavy siege train, and it postulated the destruction of the Navy and the complete defeat of the Army first.

After describing the means provided for the instantaneous flooding of the tunnel from the two forts or the generating station, he said it could never be used as a means of invasion except by France, or by an enemy which had obtained control of the northern railways of that country. He thought the question had been very badly handled in the past; the first official step should have been to make an exhaustive inquiry into the whole matter. He believed that the construction of the tunnel would be to the mutual advantage, both political and economic, of England and France.

In the short discussion that followed, Major-General Sir Ivor Herbert, M.P., said the arguments now used against the scheme were those used 30 years ago—"the doing away with the silver streak."

There was far more danger in the advance of aviation than in the construction of a single line of railway under the Channel. He could think of no better method of celebrating the hundred years' peace with France.

Lord Sydenham said the danger of the mouth of the tunnel being seized in time of peace was no greater than the danger of the destruction of the fleet or the bombardment of London by airships.

At the same time it would take a pretty strong force to capture two strong forts and a generating station simultaneously. Three distinct operations would be needed, and they must succeed simultaneously. He defied any soldier to devise a plan of doing this which was feasible. It would mean the landing of a heavy siege train, and it postulated the destruction of the Navy and the complete defeat of the Army first.

After describing the means provided for the instantaneous flooding of the tunnel from the two forts or the generating station, he said it could never be used as a means of invasion except by France, or by an enemy which had obtained control of the northern railways of that country. He thought the question had been very badly handled in the past; the first official step should have been to make an exhaustive inquiry into the whole matter. He believed that the construction of the tunnel would be to the mutual advantage, both political and economic, of England and France.

In the short discussion that followed, Major-General Sir Ivor Herbert, M.P., said the arguments now used against the scheme were those used 30 years ago—"the doing away with the silver streak."

There was far more danger in the advance of aviation than in the construction of a single line of railway under the Channel. He could think of no better method of celebrating the hundred years' peace with France.

Lord Sydenham said the danger of the mouth of the tunnel being seized in time of peace was no greater than the danger of the destruction of the fleet or the bombardment of London by airships.

At the same time it would take a pretty strong force to capture two strong forts and a generating station simultaneously. Three distinct operations would be needed, and they must succeed simultaneously. He defied any soldier to devise a plan of doing this which was feasible. It would mean the landing of a heavy siege train, and it postulated the destruction of the Navy and the complete defeat of the Army first.

After describing the means provided for the instantaneous flooding of the tunnel from the two forts or the generating station, he said it could never be used as a means of invasion except by France, or by an enemy which had obtained control of the northern railways of that country. He thought the question had been very badly handled in the past; the first official step should have been to make an exhaustive inquiry into the whole matter. He believed that the construction of the tunnel would be to the mutual advantage, both political and economic, of England and France.

In the short discussion that followed, Major-General Sir Ivor Herbert, M.P., said the arguments now used against the scheme were those used 30 years ago—"the doing away with the silver streak."

There was far more danger in the advance of aviation than in the construction of a single line of railway under the Channel. He could think of no better method of celebrating the hundred years' peace with France.

Lord Sydenham said the danger of the mouth of the tunnel being seized in time of peace was no greater than the danger of the destruction of the fleet or the bombardment of London by airships.

At the same time it would take a pretty strong force to capture two strong forts and a generating station simultaneously. Three distinct operations would be needed, and they must succeed simultaneously. He defied any soldier to devise a plan of doing this which was feasible. It would mean the landing of a heavy siege train, and it postulated the destruction of the Navy and the complete defeat of the Army first.

After describing the means provided for the instantaneous flooding of the tunnel from the two forts or the generating station, he said it could never be used as a means of invasion except by France, or by an enemy which had obtained control of the northern railways of that country. He thought the question had been very badly handled in the past; the first official step should have been to make an exhaustive inquiry into the whole matter. He believed that the construction of the tunnel would be to the mutual advantage, both political and economic, of England and France.

### RUSSIA AND FRANCE.

Some German Views.

It is reported that the assassin first telephoned to the restaurant, which was a favourite dining place of Mr. Jaures, to ascertain if he was there.

Mr. Jaures had returned here yesterday from Brussels, where he attended the International Socialist Conference to protest against war, and since his arrival had delivered an address with his usual eloquence on the subject. His campaign against hostilities is thought possibly to have had some connection with his murder.

One of the eyewitnesses to the shooting says the assassin of Mr. Jaures declared after he had fired—  
 "I did it because Mr. Jaures fought the three last years (the three year military law). He fought France."

Later the assassin declared—"If I have committed this act it is because Jaures betrayed the country in leading the campaign against the three year military law. I believe one must punish traitors, and if I can give my life to such a cause I shall feel my duty has been accomplished."

Villain declared he did not belong to the revolutionary or reactionary leagues, but simply acted on his own accord and decided to slay Mr. Jaures. He said he was a student of archaeology. He added that his mother had been in an insane asylum for twenty years.

The police believe Villain is mentally unbalanced. He will be examined by an alienist.

The government tonight took official notice of the crime by ordering a proclamation signed by Mr. Viviani posted on the walls of Paris. It denounces the murder of Mr. Jaures and counsel the people not to give way to agitation and throw the city into disorder.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

### THE ASSASSINATION OF M. JAURES.

DETAILS OF THE TRAGEDY.

As telegraphed to us at the time, M. Jaures, the notable French Socialist, was assassinated on July 31. The following is a detailed account of the tragedy telegraphed to the "New York Herald" from Paris (July 31).—Jean Leon Jaures, the noted socialist leader, was assassinated to-night while dining in a small restaurant near the Bourne. The assassin was arrested, but refused to disclose his identity. Later he was identified as Raoul Villain, twenty-nine years old, and said to be the son of a clerk of the civil court at Rheims.

The Minister of the Interior, Mr. Louis Malvy, on learning of the crime, left the meeting of the Council and ordered precautions to be taken to prevent demonstrations.

Mr. Jaures was seated at a dinner table near an open window facing the Rue Montmartre, chatting with several socialist deputies and the editors of "L'Humanite." As though by prearrangement, the curtain covering the window was lightly brushed and a hand holding a revolver was thrust through.

Before Mr. Jaures could make a move he received two bullets in the back of the head. Without uttering even an exclamation he fell forward and expired, with his head on the table.

The reports of the shots startled the diners and passers-by, and the assassin was seized. In his pocket was another loaded revolver. The police rescued him from the crowd, which shouted "Assassin! Death to the assassin!"

The body of the noted Deputy was placed in a city conveyance, which, surrounded by weeping comrades and friends, proceeded through the streets to his home, followed by a detachment of republican guards. There were shouts of "Vive Jaures!" by some in the crowd, and similar shouts and a demonstration in front of the office of "L'Humanite" and in the boulevard when the bier became generally known.

It is reported that the assassin first telephoned to the restaurant, which was a favourite dining place of Mr. Jaures, to ascertain if he was there.

Mr. Jaures had returned here yesterday from Brussels, where he attended the International Socialist Conference to protest against war, and since his arrival had delivered an address with his usual eloquence on the subject. His campaign against hostilities is thought possibly to have had some connection with his murder.

One of the eyewitnesses to the shooting says the assassin of Mr. Jaures declared after he had fired—  
 "I did it because Mr. Jaures fought the three last years (the three year military law). He fought France."

Later the assassin declared—"If I have committed this act it is because Jaures betrayed the country in leading the campaign against the three year military law. I believe one must punish traitors, and if I can give my life to such a cause I shall feel my duty has been accomplished."

Villain declared he did not belong to the revolutionary or reactionary leagues, but simply acted on his own accord and decided to slay Mr. Jaures. He said he was a student of archaeology. He added that his mother had been in an insane asylum for twenty years.

The police believe Villain is mentally unbalanced. He will be examined by an alienist.

The government tonight took official notice of the crime by ordering a proclamation signed by Mr. Viviani posted on the walls of Paris. It denounces the murder of Mr. Jaures and counsel the people not to give way to agitation and throw the city into disorder.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

Mr. Jaures was born in 1859 at Castres. After studying at the Lycee Louis le Grand and at the Ecole Normale Supérieure, he taught philosophy at Albi from 1881 to 1883 and at Toulouse from 1883 to 1885. In 1883 he entered politics, but not as a socialist. He entered the Chamber of Deputies as a conservative republican. It was not until after his defeat in 1893 by the monarchist candidate that he became a socialist.

In 1893 he returned to the Chamber of Deputies. He became one of the most prominent of the socialist leaders, but failed of re-election in 1898. The break in the socialist ranks which followed Mr. Millerand's acceptance of the portfolio of Commerce in 1899 somewhat lessened Mr. Jaures' power; as he attempted to sustain the government.

He took an important part in the movement for the revision in the Dreyfus affair, and, in spite of the bitter attack on him, based on the confirmation of his guilt.

## HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG  
 Codes Used: A1, A B C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.  
 Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
 Iron and Brass Founders, Forge Masters, Electricians.  
**ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.**  
 Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.  
 All classes of light steel work manufactured by the above process.  
 Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH BLOCKS	ENTRANCE BREADTH	DEPTH OF WATER AT LOW TIDE	RISE OF TIDE
KOWLOON				
No. 1 Dock, Kowloon	700	120	12	6
No. 2 Dock, Kowloon	271	120	12	6
No. 3 Dock, Kowloon	271	120	12	6
Patent Slip, No. 1, Kowloon	120	120	12	6
Patent Slip, No. 2, Kowloon	120	120	12	6
TAI-KO-KU-SHI				
Consolidated Dock	400	80	12	6
ASKEDEEN				
Hopetown Dock	400	80	12	6
Laucoot Dock	333	80	12	6

Please Address Enquiries to the Chief Manager,  
 1407  
**R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong.**

## AUCTIONS.

**PUBLIC AUCTION.**

**PARTICULARS AND Conditions of the**  
 lotting by Public Auction Sale, to be held on **MONDAY, the 31st day of August, 1914, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of R. W. S. LAND at Kennedy Town and North Point respectively in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.**

Lot	Boundary Measure (Approximate)	Area (Approximate)	Annual Rent (Approximate)	Term (Years)
1	100	100	100	100
2	100	100	100	100

## AVIATION IN AUSTRALIA.

Great Public Interest Taken in Experiments.

Two aviators, Mr. Hawker, an Australian, who recently secured his pilot's certificate in England, and M. Guillaux, a Frenchman, have been making a series of daring flights in Sydney and other parts of Australia, and aroused considerable public interest in aviation generally, and particularly in its value for defence.

The Minister for Defence, Mr. Miller, made a flight not long ago with Mr. Hawker, and in doing that he was only following the example of a great number of military officers. More recently, M. Guillaux has made flights with both land-planes and sea-planes over the countryside near Sydney and over Sydney Harbour. Looping the loop is no longer a novelty to Australian spectators, and the Frenchman has exhibited also other daring experiments in the air. He has taken many passengers with him, and thus reached the public interest in the most direct way.

Incidentally, M. Guillaux declares that the Australian atmosphere is the most suitable he has found anywhere for flying. He reached a height of 11,000 ft. one day last month without any effort, and said that if he had been suitably clad and equipped with an oxygen inhaler, he could easily have attained the world's record of 21,000 ft.

Before the woman could get any further loud cries of "Order!" and "Put her out!" came from various parts of the hall. The woman threw down a piece of paper to the Archbishop, with the request, "I ask you to pass that."

I call upon the Archbishop to pass a vote







## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE PROGRESS OF THE WAR.

THE BRITISH IN ACTION.  
HOLDING THEIR GROUND  
NEAR MONS.

TREMENDOUS BATTLE IN  
PROGRESS

GERMAN ARMY AND RESERVES NEARLY  
ALL ENGAGED.

BRITISH FORCES NEAR MONS.

London, Aug. 25, 2.55 p.m.  
The Press Bureau announces that the British Forces were engaged all day on Sunday and after dark in the neighbourhood of Mons and that they held their ground.

BRITISH CASUALTIES TO BE PUBLISHED WHEN KNOWN.

No information has been received regarding casualties, which will be published as soon as known.

INCREASE GOLD INFLUX.

London, Aug. 24.  
Today's gold influx into the Bank of England is £2,005,000.

TERRIBLE BATTLE RAGING.

NEARLY THE WHOLE GERMAN ARMY AND RESERVES ENGAGED.

London, Aug. 24, 6.35 p.m.  
A French official despatch issued in the forenoon states that the Germans are making most desperate efforts to take Namur.  
The Frenchmen are taking the offensive everywhere, and from Mons to the frontier of the Duchy of Luxembourg a battle is raging with regularity—the French acting in conjunction with the British Army.  
Nearly the whole German Army and reserves are engaged.

EARL OF LEVEN DANGEROUSLY WOUNDED.

London, Aug. 24.  
The Press Bureau reports that Earl Leven was dangerously wounded on August 22nd.  
[The Earl of Leven, who is a Lieutenant in the Royal Scots, is 24 years old.—Ed.]

DECISION CANNOT YET BE FORMED.

The field of operations, especially on the right, is wooded and difficult. The battle presumably will last several days. The huge extension of front and the numbers engaged render it impossible to follow step by step. The decisive result must, therefore, be awaited, otherwise there will be a risk of supplying the enemy with information.

A REVERSE AT NAMUR.

The news has been received that the first line of defence at Namur has been taken. This necessitates the withdrawal of a portion of the Allied troops from the line at Sambre to their original defensive position on the French frontier.

NAMUR FALLS.

London, Aug. 24, 4 p.m.  
The Press Bureau announces that Namur has fallen.

THE ALLIES' TACTICS.

London, Aug. 24.  
A Paris official communique states that it has been decided to withdraw the French troops from Donon and Snales, as these points are no longer important seeing that the French occupy the fortified line beginning at Nancy.

IMPORTANT COMMITTEE APPOINTED.

London, Aug. 24.  
The Rt. Hon. L. Harcourt, Secretary of State for the Colonies, has appointed a Committee under the Chairmanship of Lord Islington to render advice and assistance to Committees of Dominion Governments. The members are Viscount Bryce, Lord Denman, Sir Edward Ward, Sir Owen Phillips, Sir Gilbert Parker, Sir Herbert Murray and Mr. Richard Burbridge.

CHARLEROI RE-TAKEN.

London, Aug. 24, 6.35 p.m.  
Charleroi has been taken and re-taken.

LONDON PRESS COMMENT ON JAPAN'S ACTION.

London, Aug. 25, 12.20 a.m.  
The Times, in welcoming the advent of Japan as a combatant in honourable fulfilment of Treaty obligations, says that it will form one more link in uniting the two island Empires in a common purpose in Eastern Asia.  
The Daily Telegraph says that the automatic effect will be the total ruin of Germany's cherished ambitions in the Far East.

## BY TELEGRAPH.

JAPANESE BOMBARDING TSINGTAU.

London, Aug. 24, 12.15 p.m.  
Reuter's Tokyo correspondent cables that the Japanese are bombarding Tsingtau.

THE "MARYLAND'S" CREW.

London, Aug. 24.  
The crew of the Danish steamer Maryland, which foundered after striking one of the mines laid by the Germans in the North Sea, have been landed at Ostend.

SERVIANS READY TO INVADE HUNGARY.

London, Aug. 24, 12.15 p.m.  
The Servians have cleared the country of Austrians at Laskitza, Leskizka and Shabatz.  
The Servian cavalry defeated an Austrian column capturing four howitzers and ten field guns.  
A French official despatch, evidently referring to this engagement, says the Austrians in attempting to counter the Servian offensive towards Shabatz were repulsed, and the Servians are now ready to cross the river Save and invade Hungary.

THE FORCES IN CONTACT.

London, Aug. 24, 10.40 a.m.  
The French Foreign Minister telegraphs today that contact has been established between the forces all along the line at present without advantage in either side.

GERMANS DEFEATED NEAR ANTWERP.

London, Aug. 24.  
A Belgian official announcement says that flying columns have cleared the country around Antwerp. All Germans have been repulsed or captured.

GERMANS IN LUXEMBURG PROCEEDING SOUTH.

London, Aug. 24.  
All Germans who have been encamped at Mare in Luxembourg have proceeded South.

## WAR NEWS.

THE HAMPSHIRE'S PRIZE.

Notice to Those Concerned.

The first notice issued by the newly formed Prize Court of the Supreme Court of the Colony was posted on the court notice board to day.  
The document is a munition, over the signature of the Registrar of the Prize Court, calling upon persons concerned to show cause why the ship Elsiebeth, of which Waldemar Lange was master, and which was taken as a prize ship by H.M.S. Hampshire and sunk in mid ocean, her tackle, furniture and cargo, wares and merchandise, should not be pronounced to have belonged, at the time of capture, as a good and lawful prize to U.S. in the office of Admiralty.

GERMAN PRISONERS AT BRUGES.

London, Aug. 13.  
The British correspondent of "The Times" has been interviewing some of the German prisoners taken by the Belgians, who are being kept at Bruges. The men are mostly from Berlin and vicinity, and are described as strong, well-built men. They are being well looked after and seem in high spirits. They told "The Times" correspondent that they did not know what they were fighting, and did not wish to fight against any country. When they left home, they understood that they would be engaged in an invasion of France, but to their surprise they were taken to Belgium. They do not appear to be at all interested in the war, and complain of having been short of provisions; this and the fact that they were greatly fatigued owing to wearing the long boots lately adopted in the German Army compelled them to surrender to the Belgians.

ARMED MERCHANT VESSELS.

British Admiralty's Rights.

In reply to Mr. King, who recently asked the First Lord of the Admiralty over how many merchant vessels there was a right of pre-emption or hire as armed cruisers or transports, and for what number of years the amount of £150,000 for this service in Navy Vote B would be repeated if existing contracts were carried out.

Mr. Churchill, in a written answer, said:—The Admiralty possess the right of hire or pre-emption by contract with the following companies:—  
Cunard Steamship Company.—Over all the company's vessels.  
International Mercantile Marine.—Over all the British vessels in the association.  
In addition to the above, the Admiralty possess rights of hire or pre-emption over the vessels employed under Post Office mail contracts with the following companies:—  
Pacific Steam Navigation Company.—Services: Liverpool—Callao via Magellan; Panama—Valparaiso.  
Royal Mail Steam Packet Company.—Services: Southampton—West Indies; Southampton—Brazil and River Plate.  
Ponchartraine and Oriental Steam Navigation Company.—Services: Brindisi—Bombay; Brindisi—Shanghai; Brindisi—Adelaide.  
Union Castle Mail Steamship Company.—Services: Anglo South Africa.  
Alderney Steam Packet—Services: Alderney—Guernsey; Alderney—Ostend.

Messrs. MacBrayne, Orkney Steam Navigation Company, North of Scotland and Orkney and Shetland Steam Navigation Company, Glasgow and South-Western Railway Company (passenger only).  
Services: Scottish Steam Mail Service.  
As to the second part of the question, I must refer my hon. friend to clause 24, part 3, of the Cunard Agreement, which was presented to Parliament in 1903.

GERMAN PLANS FOR INVASION OF FRANCE.

According to "The Times," the German troops which are marching a "sinecure" French are now in the northern part of Germany. The 17th Army Corps is endeavouring to effect an invasion of France through the Ardennes. About fifty miles south of Liege, and on crossing the frontier will join forces with the other German troops crossing from Lorraine. If this move is carried out, the German first line will consist of eight army corps, and the second line of nine army corps. In addition, eight divisions of German cavalry will take part in this movement.  
At the same time, there are six army corps confronting the Russian forces, which are threatening invasion on the other frontier.

2,000,000 MEN IN THE FIELD.

Altogether, says the military correspondent of "The Times," Germany has now a million men in the field but the force of the British, French, and Russian forces opposing them is still larger, and the Allies have better guns than the Germans.

HOT WATER AT LIEGE.

New York, Aug. 12.  
When the German troops entered Liege the Belgian women fought very bravely. When their ammunition was exhausted, they poured boiling water on the Germans.  
Japanese Foreign Office Message.

SEARCH FOR GERMAN SHIPS.

Sydney, Aug. 14.  
According to an official report issued by the Admiralty in London, a British squadron of twenty-four cruisers, in company with a French squadron, is now out in the Atlantic in pursuit of a German squadron of five cruisers which is believed to be cruising there.

CAPTURE OF GERMAN STEAMERS.

Moscow, Aug. 13.  
A report has been received confirming the news of the capture of the N.D.L.S. Prinz Waldemar and another German steamer by a British man-of-war. The Prinz Waldemar discharged a portion of her cargo at Umea, arrived at Miel on the 5th inst., and discharged the rest of the cargo at Shimonoseki. She then loaded 1,200 tons of flour, rice, potatoes, tinned meats, mineral oil (1,000 cases), anchoring tools, books, and cutlery, in addition to 1,300 tons of coal for the German Navy, and left on the night of the 7th instant, reporting to the authorities that she was going to Kobe. The steamer passed the Bungo Channel and proceeded southward instead of to Kobe, with the intention of reaching Samoa, the German Naval station in the South Pacific. The British squadron, which was informed of the movements of the German steamer, captured her off Formosa.

A GERMAN SCOOPE.

New York, Aug. 12.  
Securities belonging to Russia, amounting to \$2,250,000 lying in the Bank of Berlin, have been attached by the German Government.

THE TEAR AND THE DUMA.

London, August 10.—The St. Petersburg correspondent of "The Times" states that when the Tsar received the members of the Duma in the Winter Palace, all discussions appeared to have been forgotten, even the anti-Semites forgetting their usual bitterness, and all members agreeing to be at one in support of the country. When the Tsar concluded his speech with the words "and the God of all will protect Russia," there was a tremendous burst of cheering, followed by the National Anthem. Cheers were also given for Great Britain.

A MASTER REMEDY.

CHAMBERLAIN'S Colic, Cholera, Diarrhoea Remedy is master over griping, colic, dysentery, and all intestinal pains. One dose relieves; a second dose is rarely necessary to effect a cure. It is sold by all Chemists and Druggists.

## WAR NEWS.

JAPAN AND KIAOCHOU.

Appeal to China to Reinstate Germany.

Peking, Aug. 17.  
Japan has approached the Chinese Government asking it to use its influence to persuade Germany to evacuate Kiaochow without fighting in order to avert conflicts in China.

Naturally the Chinese Government is somewhat embarrassed in this respect, as Germany recently offered Kiaochow to China upon conditions which China could not accept, but it is now considering what steps might be taken.

While the Germans are incensed at Japan's ultimatum the sentiment at present existing is not to surrender, the feeling being stronger that to fight and cause the loss of some Japanese will prevent Great Britain from being able to persuade Japan to give up the port after she captures it. The Germans are under no delusion as to the outcome if they fight, but they are loth to capitulate without striking a blow.

OFFICIAL STATEMENT IN PARIS.

Frustration of German Designs.

Paris, Aug. 16.  
The following official statement has been issued:—  
German prisoners taken in the fighting in Alsace say that General von Deimling is wounded.

Two French aeroplanes have dropped bombs on the Zeppelin sheds at Metz. The transport of French African troops has been successfully completed.

The British and the French are masters of the sea in the Channel, Mediterranean and Atlantic. The Germans have scattered mines in the North Sea.

The situation, in brief, is that the German designs of a sudden invasion by way of Nancy and through Belgium have been frustrated.

French mobilization and concentration have been systematic.  
The British expeditionary force has landed. The coordination of the allied forces is well managed and their victualing is easy and certain.

THE BRITISH ARMY.

London, Aug. 11.  
The whole of the militia has been mobilized. Every day about 5,000 men volunteer for military service, in force a second army.

EFFECTIVE BELGIAN RUSE.

New York, Aug. 11.  
On the night of the 10th instant the Belgians carried out an effective ruse. For several hours the guns in the forts were silent, and the Germans came to the conclusion that the forts had been evacuated. Accordingly, a force began to cross the bridge leading to the forts when suddenly the guns opened fire. The bridge was swept with shells, and hundreds of Germans were killed. Prince William of Lippe and his son had already crossed the bridge when the forts opened fire and fought valiantly, but were killed in the cross fire.

BRITISH VOLUNTEER CORPS FORMED AT TIENTSIN.

At a meeting of British subjects held in the Gordon Hall, Tientsin, on the 17th inst., it was unanimously decided to form a Volunteer Corps. Major Nathan, R.E., was appointed commandant and 140 men signed the roll of membership.  
It was not thought desirable in the circumstances to accept the offer of the few remaining Germans in the Settlement, who had formed themselves into a Corps, to serve under a British officer.

THE GERMAN FLEET.

The badly fitted-up additions to the German Fleet, twelve battleships of the old type, and twenty-five torpedo-boats are moving in the Baltic Sea, but have not proceeded further north than Lissa. The main part of the fleet remains at Kiel, Romsberg and Danzig, and will, according to reports, remain there until a decisive battle has been fought on land.

CHINESE PRESS COMMENT.

Kiaochow Bay.

The "Eastern Times" published a leading article yesterday entitled "The Solution of the Kiaochow Bay Difficulties." After reviewing the movements of both military and naval forces of the belligerent Powers in China, it considers that the war preparations made on territories leased from China are causing a reflection on China's honour and prestige, and annulling all her efforts to preserve her neutrality. It regards the status of Kiaochow Bay as quite different from that of Hongkong or Taiwan, which are ceded territories of a permanent nature. It says that not only is the consent of the contracting parties necessary for the cancelling of the treaty or agreement for such a leasehold, but either of the contracting parties has the right to demand of the other to agree to the termination of the contract, while no third party can have any excuse to interfere.  
It concludes by advising the Chinese Government to accept the offer, if there has been such an offer, of Germany to return the Kiaochow Bay, or once the neutrality of China in that part is violated, no one can tell to what extent China's neutrality may be trampled upon.

Wild Rumours.

Both the "Sinwappoo" and the "Eastern Times" advise the Government not to make too much of the rumours about rebellious plots, for it has been proved beyond doubt that the detective reports are not always reliable and the people should not be alarmed for no purpose. They say that since the outbreak of the European war, there has been a revival of sensational rumours in Shanghai. As the money market of Shanghai is already very badly hit by the suspension of trade, the best policy would appear to suppress rather than spread wild rumours.—N. C. Daily News.

## Weismann's

For BREAD

## Weismann's

For CAKES

## Weismann's

For CHOCOLATES

## EXTENSION

OF SALE

## WHITEAWAY'S

WILL EXTEND THEIR SALE TILL  
THE END OF THIS WEEK.

ALL GOODS

REMAIN AT SALE PRICES

MANY NEW ITEMS

ARE INCLUDED IN THIS WEEK'S

SPECIAL OFFERINGS

REMNANTS AT HALF PRICE

WHITEAWAY, LAIDLAW &amp; CO., LTD.

29, DEE YAT ROAD.

A ROYAL DRINK.

*King George IV*  
Scotch Whisky



"King George IV" is known and appreciated everywhere for its purity, flavour, age, and digestive properties.

ONE OF THE PRINCIPAL BRANDS OF  
THE DISTILLERS COMPANY, LTD.  
Largest Scotch Whisky  
Distillers in the World  
GLASGOW, SCOTLAND

SOLE AGENTS

Gande, Price &amp; Co., Ltd.

6, QUEEN'S ROAD, CENTRAL, HONGKONG.

TEL. No. 135.







## SHIPPING

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave	Arrive	Connecting Steamer	Leave	Arrive
Yokohama	Sept. 3	Sept. 10	Yokohama	Sept. 3	Sept. 10
Yokohama	Sept. 10	Sept. 17	Yokohama	Sept. 10	Sept. 17
Yokohama	Sept. 17	Sept. 24	Yokohama	Sept. 17	Sept. 24
Yokohama	Sept. 24	Sept. 31	Yokohama	Sept. 24	Sept. 31
Yokohama	Sept. 31	Oct. 8	Yokohama	Sept. 31	Oct. 8
Yokohama	Oct. 8	Oct. 15	Yokohama	Oct. 8	Oct. 15
Yokohama	Oct. 15	Oct. 22	Yokohama	Oct. 15	Oct. 22
Yokohama	Oct. 22	Oct. 29	Yokohama	Oct. 22	Oct. 29
Yokohama	Oct. 29	Nov. 5	Yokohama	Oct. 29	Nov. 5
Yokohama	Nov. 5	Nov. 12	Yokohama	Nov. 5	Nov. 12
Yokohama	Nov. 12	Nov. 19	Yokohama	Nov. 12	Nov. 19
Yokohama	Nov. 19	Nov. 26	Yokohama	Nov. 19	Nov. 26
Yokohama	Nov. 26	Dec. 3	Yokohama	Nov. 26	Dec. 3

THE ATTENTION OF Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES TO LONDON AND MARSEILLES

From	To	1st SALOON	2nd SALOON	3rd SALOON
LONDON	RETURN	£97	£39	£20
MARSEILLES	RETURN	£91	£33	£19
COLOMBO	RETURN	£85	£27	£15
INDIA	RETURN	£79	£21	£11
AUSTRALASIA	RETURN	£73	£15	£8
EGYPT	RETURN	£67	£9	£5
BRINDISI	RETURN	£61	£3	£2

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (Non-Transit) STEAMERS  
WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamer	Leave	Arrive	Steamer	Leave	Arrive
NILE	Aug. 4	Aug. 11	NILE	Aug. 4	Aug. 11
SARDINIA	Sept. 1	Sept. 8	SARDINIA	Sept. 1	Sept. 8
SUBIA	Sept. 15	Sept. 22	SUBIA	Sept. 15	Sept. 22
NAMUR	Sept. 29	Oct. 6	NAMUR	Sept. 29	Oct. 6
NOVARA	Oct. 13	Oct. 20	NOVARA	Oct. 13	Oct. 20

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

1st SALOON £30 SINGLE: £75 RETURN.

2nd SALOON £20 SINGLE: £50 RETURN.

FARES TO MARSEILLES:

1st SALOON £28 SINGLE.

2nd SALOON £18 SINGLE.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT.

Superintendent.

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination	Steamer	Sailing Date
MARSEILLES, LONDON	KATORI MARU	WEDNESDAY, 25th
AND ANTWERP, VIA SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID.	KAMO MARU	WEDNESDAY, 25th
VICTORIA, E.O., & SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.	YOKOHAMA MARU	TUESDAY, 24th
SYDNEY AND MELBOURNE, VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.	KUMANO MARU	WEDNESDAY, 25th
DAY ISLAND, TOWNSVILLE AND BRISBANE.	TANGO MARU	WEDNESDAY, 25th
BOMBAY via SINGAPORE, KAMAKURA MARU	KAMAKURA MARU	MONDAY, 23rd
AND COLOMBO.		
KOBE & YOKOHAMA	MISHIMA MARU	THURSDAY, 26th
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRIN MARU	WEDNESDAY, 25th
OKAYUTTA via SINGAPORE, SHAKATA MARU	SHAKATA MARU	SATURDAY, 26th
PENANG & RANGOON.		

The Katori Maru, Kamo Maru and the Kishima Maru are fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN  
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS,  
COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1914.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$185	\$122	\$108	\$95
2nd class \$81	\$75	\$65	\$57

With option of Rail between Steamers' calling Ports in Japan.

For further information apply to

T. KUSUMOTO, Manager.

Telephone No. 222

## SHIPPING

## OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

THE AMERICAN LINE TO TACOMA  
AND SEATTLE

in connection with

THE CHICAGO MILWAUKEE & ST. PAUL  
RAILWAYvia KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKOHAMA, AND YOKOHAMA.

S.S. 'SEATTLE MARU' Capt. T. Saito, Thursday, 24th Sept. at 4 p.m.

S.S. 'MEXICO MARU' Capt. N. Kobayashi, Wednesday, 16th Sept. at 4 p.m.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

[For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.]

S.S. 'SAIGON MARU' Capt. T. Yamaguchi, Wednesday, 26th Aug. a.m.

For FOCHOV via SWATOW AND AMOY.

S.S. 'KAJO MARU' Capt. Y. Yamamoto, Wednesday 28th Aug. at 2 p.m.

For TAMSUI via SWATOW AND AMOY.

S.S. 'DAIJI MARU' Capt. S. Tokushige, Sunday 30th August, at Noon.

S.S. 'DAIJI MARU' Capt. K. Murakami, Sunday 30th August, at Noon.

For ANPING AND TAKOW via SWATOW AND AMOY.

S.S. 'SOSHU MARU' Capt. K. Hattori, Wednesday, 2nd Sept. at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

Y ASAI, Manager,

Second Floor No. 1, Queen's Building.

## Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA'

CAPACITY 28,000 Tons. 20,718 Tons Gross Register. LENGTH 630 Feet.

BEAM 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 14th November, 1914.

For SEATTLE via NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Nagasaki to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Robe and Yokohama to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return

(Six Months)

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return

(Six Months)

Reduced rates to all Ports in the United States, Canada, and Europe.

Luxurious Passenger Accommodation—Suites, and Staterooms (All Outside rooms), Music room, Library, Smoking room, Laundry, Telephone, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada, and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Princess Building.

## THE COOK &amp; SON.

TOURIST STEAMSHIP & FORWARDING AGENTS  
BANKERS, etc.

Head Office for the Far East: 16, DES VOGES ROAD CENTRAL HONGKONG.

SHANGHAI: 2-3, FOCHOW ROAD. YOKOHAMA: 27, WHITE STREET.

MANTLA-MANTLA HOTEL, P. O. Box 764.

Tickets supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-AMERICAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

SUMMER EXCURSION TICKETS to Japan by all Lines.

CHIEF OFFICE: LUDGATE CIRCUS LONDON, E.C.

**OAKLEY'S WELLINGTON KNIFE POLISH**

BEST FOR CLEANING AND POLISHING CUTLERY - 3 1/2, 6 1/2, 2 1/2 & 1/4

**OAKLEY'S KNIFE BOARDS**

PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

**JOHN OAKLEY & SONS LIMITED**

BLACK LEAD MILLS, LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS, LONDON."

## WEEKLY NEWS FOR HOME

## The Overland China Mail

## FULL REPORTS.

LATEST INTELLIGENCE

Order before you leave, so that you may receive it while at Home.

Price 6d per copy, including postage.

COPIES BE MAILED FROM THIS OFFICE.

THE CHINA MAIL, Ltd., Wyndham Street

## KOWLOON-CANTON RAILWAY.

## TIME TABLE.

OUT	IN
Kowloon - 12.15 - 6.50 - 7.42 - 9.40 - 11.25 - 2.00 - 3.00 - 5.15 - 8.00	Canton - 7.00 - 8.30 - 9.05 - 9.15
Kang Hon - 6.54 - 9.44 - 11.29 - 2.04 - 5.22 - 6.01	Shum Chun - 8.03 - 10.03 - 11.33 - 2.53 - 4.30 - 6.13 - 6.20 - 10.33 (about)
Yau Ma Tei - 6.50 - 9.50 - 11.34 - 2.09 - 5.22 - 6.01	Shung Shui - 8.12 - 11.41 - 3.01 - 4.36 - 6.27
Sha Tin - 7.10 - 10.03 - 11.43 - 2.10 - 5.33 - 6.12	Fan Ling - 8.16 - 11.44 - 3.03 - 4.40 - 6.30
Tai Po - 7.25 - 10.19 - 12.02 - 2.23 - 5.46 - 6.31	Tai Po Market - 8.26 - 11.53 - 3.16 - 4.51 - 6.41
Tai Po Market - 7.27 - 10.24 - 12.08 - 2.27 - 5.50 - 6.35	Tai Po - 8.32 - 12.01 - 3.26 - 4.57 - 6.41
Fan Ling - 7.38 - 10.34 - 12.17 - 2.40 - 5.53 - 6.38	Sha Tin - 8.44 - 12.14 - 3.38 - 5.10 - 6.41
Shung Shui - 7.39 - 10.37 - 12.22 - 2.50 - 6.01 - 6.39	Yau Ma Tei - 8.54 - 12.27 - 3.49 - 5.23 - 6.41
Shum Chun - 1.10 - 7.44 - 8.27 - 11.00 - 12.27 - 2.54 - 3.45 - 6.06 - 8.50	Hung Hom - 9.03 - 12.31 - 3.53 - 5.27 - 6.41
Canton (about) - 4.30 - 11.50 - 5.00 - 6.45 - 6.50	Kowloon - 9.03 - 12.34 - 3.56 - 5.30 - 6.54 - 7.06 - 9.23 (about)

Gaily Train—Sundays Only.

Kowloon 8.45 Tai Po 9.16 Shung Shui 9.27

Sha Tin 9.46 Kowloon 10.16

OUT

Fan Ling 6.05 Dep. 6.20 12.30 3.50

Sha Tin 6.05 Arr. 7.00 9.15 1.25 4.15

\* Will call at Shung Shui on notice being given to Station Master, Kowloon.

Sha Tin Kowloon Branch.

IN

Sha Tin 7.10 Dep. 7.25 1.45 5.15

Fan Ling 7.10 Arr. 8.10 10.25 1.45 5.15

## BANKS

NEDERLANDSCHE HANDEL-  
MAATSCHAPPIJ

(NEDERLANDSche TRADING SOCIETY)

ESTABLISHED 1824.

AUTHORIZED CAPITAL £1,000,000 - (2,500,000)

PAID-UP CAPITAL £1,000,000 - (2,500,000)

RESERVE FUND £1,000,000 - (2,500,000)

HEAD OFFICE—AMSTERDAM.

Branches at: Rotterdam, The Hague, Antwerp, London, Hongkong, Shanghai, Yokohama, Kobe, Manilla, Cebu, Singapore, Batavia, Surabaya, Soerabaya (Solo), Tandjong-Pagar, Teluk Betong, Palembang, Peking, Hankow, Tientsin, Harbin, Manchuria, etc.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Malacca, Singapore, New York, San Francisco, etc.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 months 3 1/2% Do.

Do. 3 months 3% Do.

R. G. J. WILBERG, Acting Agent.

Hongkong, July 1, 1914.

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 33, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manilla, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE £1,000,000

Equal to £1,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4%, per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED &amp; COLLECTED.

MAILS AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEO. HOGG, Manager.

No. 9, Queen's Road Central.

Hongkong, October 21, 1913.

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,000,000

Subscribed £1,125,000

Paid-up £625,000

Reserve Fund £400,000

BANKERS

BANK OF ENGLAND, LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts

Deposits received for fixed periods at rates to be ascertained on application.

A. B. LITTON, Manager.

Hongkong, July 1, 1914.

## RANKS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000

RESERVE FUND £10,000,000

Selling £1,000,000 - £10,000,000

Silver £1,000,000 - £10,000,000

RESERVE LIABILITIES OF £10,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Lendall, Chairman.

W. L. Patterson, Esq., Deputy Chairman.

S. H. Doolittle, Esq., P. H. Holyoak, Esq., G. T. M. McKim, Esq., J. A. Plummer, Esq., J. S. Gubbay, Esq., Hon. Mr. E. Shollin.

CHIEF MANAGERS.

Hongkong—N. J. STABB.

AGENCY MANAGERS.

Shanghai—J. D. SMART.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, A. G. STEPHEN, Acting Chief Manager.



